

CYNTHIA AXNE
3RD DISTRICT, IOWA

COMMITTEE ON FINANCIAL SERVICES
INVESTOR PROTECTION, ENTREPRENEURSHIP,
AND CAPITAL MARKETS
HOUSING, COMMUNITY DEVELOPMENT
AND INSURANCE

COMMITTEE ON AGRICULTURE
COMMODITY EXCHANGES, ENERGY, AND CREDIT
CONSERVATION AND FORESTRY

Congress of the United States
House of Representatives
Washington, DC 20515

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April 23, 2021

The Honorable Peter DeFazio
Chairman
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Garret Graves
Ranking Member
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Scotch Ridge Road and Highway 5 Intersection in surface transportation reauthorization legislation.

The project sponsor for this project is City of Carlisle and the project is located at 195 N 1st Street Carlisle, Iowa 50047.

The funding is designated for will make improvements to Scotch Ridge Road Between the Entrance/Exit of the Carlisle Middle School and Highway 5.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: will make improvements to Scotch Ridge Road Between the Entrance/Exit of the Carlisle Middle School and Highway 5. The project will include a roundabout at the School Entrance to slow down the traffic in front of the school. At the Highway 5 intersection this project will provide sidewalks (where none currently exist) and pedestrian crossing signals for students to safely cross Highway 5 to get to and from the Middle School and the main portion of Carlisle on the North side of Highway 5.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Pedestrian Bridge in Urban Loop in surface transportation reauthorization legislation.

The project sponsor for this project is City of Urbandale and the project is located between Northpark Drive and Plum Drive from 86th Street to about a half mile west of 86th Street, in Urbandale, Iowa 50322.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: A dedicated pedestrian route does not currently exist across I-35/80 at the 86th Street interchange. This Pedestrian Bridge would provide connectivity between office, hotel, and restaurant businesses on Northpark Drive and Plum Drive, as well as a connection for local residents. The funding is designated for 86th Street is a major commuter route, with numerous commercial and residential properties.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021

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Washington, DC 20515

Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Iowa 48: Red Oak Creek Bridge Replacement in surface transportation reauthorization legislation.

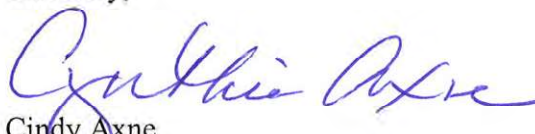
The project sponsor for this project is Iowa Department of Transportation and the project is located near 300 block of S Broadway Street, Red Oak, IA 51566.

The funding is designated to replace the Iowa 48 bridge over Red Oak Creek, 1.3 miles south of US 34 in Red Oak.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: necessary maintenance of this community pedestrian and vehicle connection over Red Oak Creek. The existing bridge was constructed in 1918 and is reaching the end of its service life and repairs are no longer cost effective. In order to maintain both pedestrian and vehicle mobility, bridge replacement is necessary. This project will also reduce the backlog of bridge replacement needs in Iowa.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for US 169: Bridge Removal in Union County in surface transportation reauthorization legislation.

The project sponsor for this project is Iowa Department of Transportation and the project is located at zip code 50254 in Union County.

The funding is designated to remove a bridge on US 169 over an abandoned railroad 2.8 miles north of the north junction of US 34 in Union County. The existing bridge was built in 1975 and needs to be replaced. By removing the bridge, a significantly less expensive project can be completed to maintain mobility.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: The existing concrete beam bridge was built in 1975 and is over a now abandoned railroad and is in need of complete replacement which would allow a significantly less expensive solution. Since the railroad line is abandoned, the bridge can be removed and replaced with 24 ft. wide roadway with 10 ft. granular shoulders. The area under the existing bridge will be replaced with earth embankment and a small drainage structure to handle limited drainage needs. The new roadway will be built on existing horizontal and vertical alignment.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021

CYNTHIA AXNE
3rd District, Iowa

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Traffic Incident Management Center at Camp Dodge - Phase I in surface transportation reauthorization legislation.

The project sponsor for this project is Iowa Department of Transportation and the project is located at Camp Dodge in Johnston, Iowa 50131

The funding is designated for a Traffic Incident Management center. It is a result of collaborative planning between the Iowa DOT, the National Guard, the Iowa Law Enforcement Academy, the Iowa Department of Public Safety, the Iowa Department of Natural Resources, and Fire and EMS organizations in Iowa, property located at Camp Dodge in Johnston, Iowa. This Phase 1 facility would contain a building for classroom training and grounds to include a skid pad and parking lot with driveway. The facility and grounds will allow for future expansion to include a controlled roadway training course, consisting of sections of interstate highway, rural two and four-lane highways with and without gravel shoulders, and various intersections and other transportation infrastructure options so that first responders may practice and improve their safe and efficient incident management response procedures. When not in use for TIM first responder training, this facility would also allow for various other training uses such as a driver's education training center, motorcycle training facility, commercial drivers licensing (CDL) training, a K-9 obstacle course, grain bin demonstrations, livestock roll-over training, Medivac training, and Hazmat training to include pipeline, rail, CDL and tanker spills.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: an Iowa Traffic Incident Management (TIM) Training Facility will provide the latest techniques in traffic incident management, emergency response and preparedness, and first responder safety. This will result in faster, safer and more efficient handling of Iowa highway incidents, and reduce traffic delays for other motorists. A TIM Training Facility has received

wide spread support from over 30 Iowa agencies. Thousands of personnel, from throughout the Midwest, could participate in training at such a Center which would provide a controlled environment to recreate realistic training scenarios while keeping trainees safe.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cindy Axne". The signature is fluid and cursive, with the first name "Cindy" written in a larger, more prominent script than the last name "Axne".

Cindy Axne
Member of Congress
April 23, 2021

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Southeast Connector – SE 30th to US 65 in surface transportation reauthorization legislation.

The project sponsor for this project is City of Des Moines and the project is located at Des Moines (50317) & Pleasant Hill (50327) between SE 30th Street in Des Moines and the U.S. 65 Beltway in Pleasant Hill.

The funding is designated for the Southeast Connector, a joint project between the City of Des Moines and City of Pleasant Hill. The project will construct the final segment of the Southeast Connector between SE 30th Street in Des Moines and the U.S. 65 Beltway in Pleasant Hill. The final project segment is a total of 2.45 miles. This project consists of construction of the Southeast Connector on a new alignment from SE 30th Street to the U.S. 65 Beltway, connecting at the interchange with Vandalia Road. The project will include property acquisition and grading for the full 4-lane divided roadway but only for the construction of a 2-lane facility initially, consistent with the current roadway cross-section between SE 15th and SE 30th Streets. The project includes a new 1500-foot bridge over Fourmile Creek and the associated floodplain area. The Southeast Connector is a public improvement project that connects downtown Des Moines as an extension of Martin Luther King, Jr. Parkway, through the industrial southeast quadrant of the City to the U.S. 65 Beltway in Pleasant Hill. When completed, the project will provide significantly improved access to the east and the southeast areas of Des Moines, Pleasant Hill, and eastern Polk County.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits:

- Enhance System Connectivity – Provide a direct transportation route between downtown Des Moines and the U.S. 65 to improve community and business access and goods

movement in the region. Improved access will support existing economic development and land use strategies.

- Not only is the southeast part of Des Moines lacking viable east-west arterial connector roadways, but it is also lacking modal options, such as transit, bicycle and pedestrian facilities
- Improved Capacity – Improve the capacity of the arterial system in southeast Des Moines.
- Without investment in the project area, travelers would likely have to divert to a longer and less efficient route that could compromise economic competitiveness.
- Without improvements there will be insufficient capacity in the corridor to meet the demands caused by forecast economic development opportunities and land use changes.
- Economic Development – Provide an east-west connector to serve current land use and support planned growth and development.
 - Transportation improvements are needed to assist in plans for revitalization of this quadrant of Des Moines for both the business community and residential communities.
 - Improved access to the area would assist business growth that will create jobs, stabilize or increase the tax base, and improve the quality of life.
 - Provides the Transload facility direct access to U.S. 65.
 - Provides metro balance by providing infrastructure and support in the southeast.
- System Safety – Provide a safe and efficient corridor for arterial traffic and improve emergency response times.
 - Allows Vandalia Road to be an alternate route while avoiding the frequent rail crossing conflicts
 - Improve emergency access in project area, including reduced number of at-grade rail crossings and eliminating the possibility of a landlocked situation for the area south of Vandalia Road.

In addition, as noted above, the project will create construction related jobs. Based on total estimated construction costs of approximately \$44 million, the project would expect to support approximately 300 jobs over the three-year construction project. There would also be the anticipated benefit of indirect and induced employment from the investment in infrastructure, economic growth, development and community participation in the finished project.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021

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3RD DISTRICT, IOWA

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Commuter Loop in surface transportation reauthorization legislation.

The project sponsor for this project is City of Bondurant and the project is located at 200 2nd St NE, 50035.

The funding is designated for the Commuter Loop, a 4-phase construction project. It consists of widening 32nd St SE and adding traffic signals, phase 1, which is complete, realigning and widening Grant St S, phase 2, in planning and engineering, reconstructing a farm to market bridge adding a road and hard surfacing the remaining portion of 10 St, phase 3, in planning and engineering, and widening NE 68th ST, in planning.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: would create an efficient transportation system to support industrial and commercial growth in Bondurant, while enhancing the safety of residents. The value and jobs provided by transportation corridor improvement and network benefit residents, workers, and all levels of government. It creates the infrastructure necessary to implement public transportation routes.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Walnut Street Bridge over Des Moines River in surface transportation reauthorization legislation.

The project sponsor for this project is City of Des Moines and the project is located at Walnut St, Des Moines, IA 50309.

The Walnut Street Bridge was built in 1911. The bridge is structurally deficient with main bridge components being rated in "poor condition". The Bridge is presently considered "Scour Critical," meaning major flooding could erode the support system and collapse. The Walnut Street Bridge project includes repairs to the historic east river wall between Walnut Street and Court Avenue. Replacement of the bridge will maintain a safe and reliable transportation and connect neighborhoods, businesses and civic institutions and services across Iowa.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: Area residents, employees, and visitors rely on the bridges for access to recreation, shopping, employment, education, restaurants, entertainment, health services and public transportation. Efficient vehicular and pedestrian access will be maintained between the downtown and the surrounding inner core neighborhoods. This project also serves as part of the City's infrastructure that allows access to 80,000 jobs in Downtown Des Moines.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021

CYNTHIA AXNE
3RD DISTRICT, IOWA

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for HIRTA Regional Transit Facility in surface transportation reauthorization legislation.

The project sponsor for this project is HIRTA Public Transit and the project is located at I-80 West Industrial Park Plat 2, Waukee, Iowa 50263.

The funding is designated for the construction of a regional transit facility for HIRTA.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: will allow HIRTA to more efficiently centralize operations, and perform maintenance on site, and would allow HIRTA to transition those dollars into funds to provide service for the people in our communities. The facility will be centrally located, along interstate 80, creating an opportunities for safe transfer points between transit systems and tying our Rural communities to small and large urban areas. HIRTA's service area surrounds the Des Moines metro, many residents need access to specialty healthcare and services at the Veterans Administration. The facility will be LEED certified, reducing our carbon footprint, repurposing rainwater, installing electric charging stations for electric buses, having a green space, and provide training space. This project will invest in rural mobility and support economic development by improving long term efficiencies, reliability and cost competitiveness.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for South K Street Paving Improvements in surface transportation reauthorization legislation.

The project sponsor for this project is City of Indianola and the project is located at South K Street from West 2nd Avenue (Iowa 92) to West 17th Avenue in the City of Indianola, Iowa 50125. The funding is designated to replace an existing gravel road on South K Street, that has a functional classification of a collector road, with a two-lane concrete pavement surface. The proposed project on South K Street spans over 1-mile from its intersection with West 2nd Avenue, which is Iowa Highway 92, to its intersection with West 17th Avenue, which is at the southern City limits. The project connects developing areas east of South K Street, along West 17th Avenue and W 12th Avenue, and west of South K Street, along West 14th Avenue.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: the proposed project on South K Street is an important link to developing areas and the rural farm to market system, where it is a Collector Street. Vehicular traffic on this roadway is steadily growing, where these improvements on South K Street is expected to provide economical and safety benefits as well as encourage orderly development. The objectives of this project are to improve traffic operations, increase access and mobility, improve pedestrian and bicycle accessibility to neighborhoods and local recreation facilities, facilitate multiple modes of transportation, and reducing carbon emissions.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Cass County N28 Reconstruction in surface transportation reauthorization legislation.

The project sponsor for this project is Cass County and the project is located at 5 West 7th Street, Atlantic, Iowa 50022.

The funding is designated for the reconstruction of the Cass County Route N28, a county highway that runs north and south across the entire center portion of the county. The extents of this project start at Iowa Highway 92 and end at Iowa Highway 83. The roadway was initially paved with 6" of concrete in 1965, and then resurfaced in 2" of asphalt in 1984, and an additional 3" of asphalt in 2005. It is in need of additional pavement rehabilitation.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: Cass County route N28 runs north and south across the middle of the county. It provides access to Interstate 80. It is a vital piece of the county's road system, as a majority of the other farm to market routes cross or originate from route N28. The road provides essential intra-county as well as inter-county travel, linking two state highways as well as many communities within Cass County. It carries an abundance of residential, commercial, and agricultural traffic alike.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Cindy Axne
Member of Congress
April 23, 2021